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SUMMARY

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CITY OF SAN BRUNO
1984 GENERAL PLAN SUMMARY

Adopted June, 1984

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INTRODUCTION

Included within the City of San Bruno General Plan Summary are the General Plan Element's goals, policies, and action programs. The summary also includes the General Plan Map and a short description of each of the plan elements.

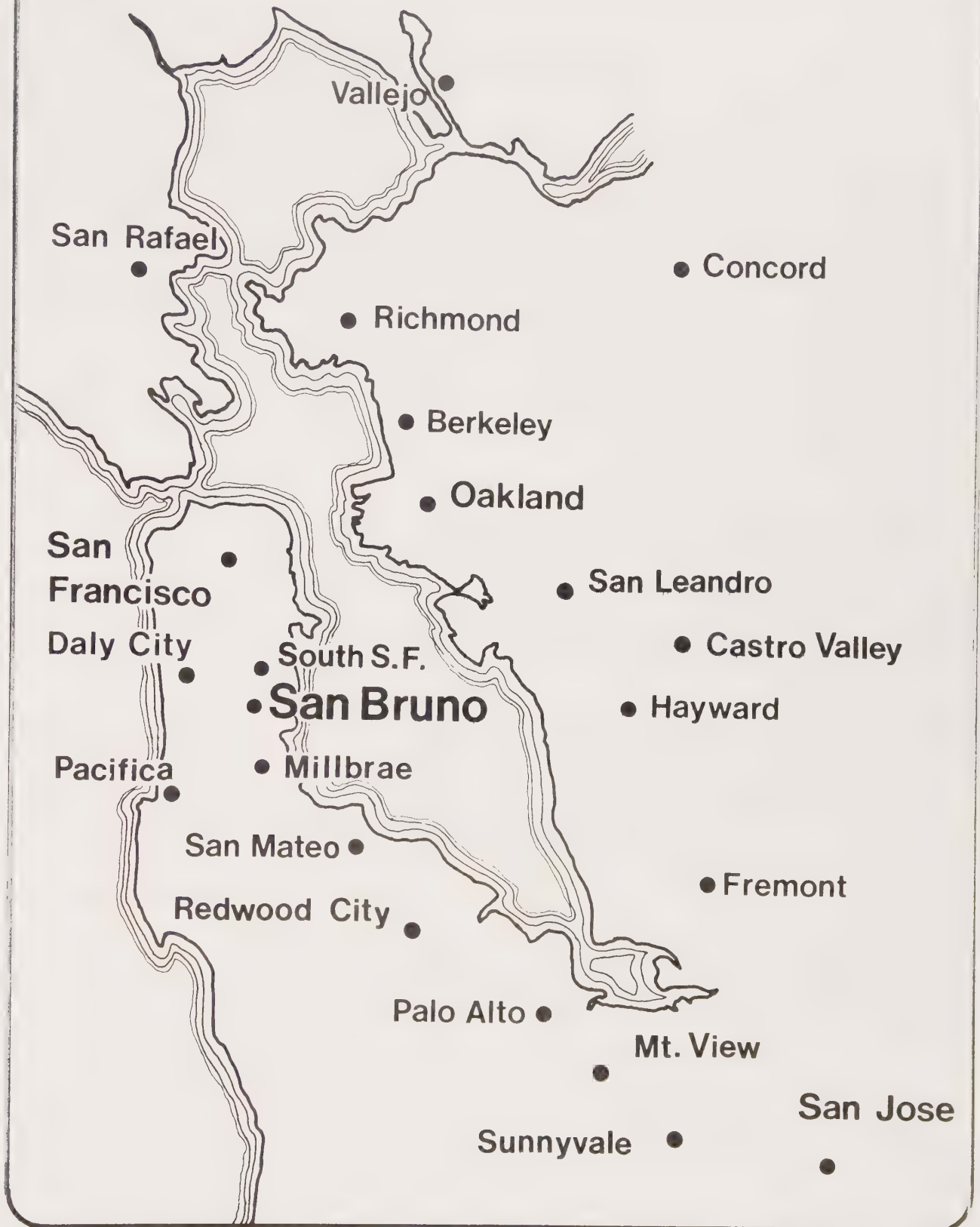
The elements contained within the San Bruno General Plan are as follows: Noise, Seismic Safety, Safety, Housing, Open Space, Conservation, Scenic Corridors, Circulation and Land Use.

The summary provides a brief synopsis of the City of San Bruno General Plan. The entire General Plan and its environmental impact report are available from the San Bruno Planning and Building Department.

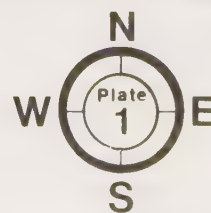


Regional Location Map
City of San Bruno, California





Regional Location Map
City of San Bruno, California



SETTING AND PLANNING FACTORS

Regional Setting

The City of San Bruno is located in the northern San Francisco peninsula, 12 miles south of San Francisco and immediately west of the San Francisco Airport and bay flatlands. San Bruno occupies 5.87 square miles of northern San Mateo County, and is part of the nine county area known as the San Francisco Bay Region. Neighboring jurisdictions include the City of South San Francisco to the north, the City of Millbrae to the south, the City of Pacifica and San Francisco County watershed lands to the west, and San Francisco International Airport to the east. Principal regional transportation facilities serving San Bruno are U.S. Highway 101 (the Bayshore Freeway), Interstate Highway 280 (Junipero Serra Freeway), Interstate 380, State Highways 35 (Skyline Boulevard), and 82 (El Camino Real), the Southern Pacific Railroad, SamTrans, and the San Francisco International Airport.

Community Description

San Bruno is characterized as a suburban residential community. Residential neighborhoods in the eastern half of the City are fully developed primarily with small, well kept single-family homes on 25 to 50 foot wide lots. Multiple family structures, generally of 2 to 12 units, are scattered about the neighborhoods. Newer residential subdivisions cover the hillsides west of I-280 with some multi-family complexes. Skyline College occupies the hilltop overlooking Pacifica and the Pacific Ocean.

Commercial development is concentrated along El Camino Real, San Bruno Avenue, San Mateo Avenue and in the Tanforan Shopping Center. The Bayhill office complex is a fairly new major employment center, yet incomplete. The northeastern part of the City contains mixed industrial uses, mainly small manufacturing outlets and auto-related uses. Crestmoor Canyon, Junipero Serra County Park and City Park are the principal open space areas.

Population and Housing Characteristics

San Bruno's 1983 resident population is 34,754. Most of the population is white (84%) and married (56%). There is a growing senior citizen population and a decreasing household size. The average number of persons per unit declined from 3.2 persons per household in 1970 to 2.6 in 1980. This trend is expected to continue.

Approximately 64% of San Bruno's 14,658 dwelling units are single-family dwellings; most of these (82%) are owner occupied. Multi-family dwellings are primarily occupied by renters (92%). Approximately 28% of the City's housing stock is over 30 years old and 18% is ten years old or less. Most of San Bruno's housing is in sound condition, although some of the older units need some rehabilitation to meet building standards. The older residential areas have been markedly improved over the last few years as a result of private investment and property management.

SEISMIC SAFETY AND SAFETY ELEMENT SUMMARY

The Seismic Safety and Safety Element addresses potential seismic, geologic, fire, flooding and safety hazards in San Bruno. It relies upon the County's Seismic Safety and Safety Element (1976) for basic seismic, geologic and structural hazard data, supplemented with current field checking and documentation where available. The plan, with supplementary Geotechnical and Flood Hazards Map, indicates areas of recent seismic earthquake related and geologic activities (landslides, erosion, etc.) and recommends policies and implementing actions to prevent harm to people, property and the environment. It also identifies flooding hazards based upon U.S. Geologic Survey Water Resources Investigations, and recent experiences during heavy rains. The element discusses emergency response and maintenance of existing safety procedures.

Key recommendations in the Seismic Safety and Safety Element are:

- Mitigation of potential hazards in new development through site design, proper drainage, minimal grading and vegetation removal.
- Conformance with state law (the Alquist-Priolo Act) regarding development in fault zones.
- Encouraging responsible parties to bring earthquake/hazardous structures up to safety code.
- Upgrading and continued maintenance of water and storm drainage systems.
- Encouraging education of the public on safety concerns, emergency response, environmental hazards, etc.

GOALS, POLICIES AND IMPLEMENTING ACTIONS

Goals

The goals of the Seismic and Safety Element are:

1. To reduce the risk of loss of life and injuries due to natural hazards;
2. To reduce the risk of loss of property and natural resources, due to natural hazards.
3. To promote the general public welfare, by avoiding or reducing adverse social, economic, and environmental effects of natural hazards;
4. To acknowledge the regional implications of natural hazards and the need for jurisdictional cooperation in the face of potential disasters.
5. To document the necessary interrelationship between potential land use plans and land capability constraints arising from the existence of natural hazards;
6. To synthesize earth sciences data and hazard mitigation techniques into the General Plan process.

Policies and Implementing Actions

Policy 1. Development, including remodeling or structural rehabilitation, shall be regulated to assure adequate mitigation of seismic safety and safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture) and flooding and fire hazards.

Action

- 1-A. The City's Building Code Zoning Ordinance and Subdivision requirements shall be reviewed and revised as necessary to safeguard against seismic, geologic and safety hazards. Mitigation should include:
- 1) Minimal grading and removal of natural vegetation to prevent erosion and slope instability. Cleared slopes should be replanted with vegetation.
 - 2) Proper drainage control to prevent erosion of the site and affected properties.
 - 3) Careful siting and structural engineering in unstable areas.
 - 4) Consideration of flooding and fire hazards in siting and designing new development.

Action

- 3-A. City ordinances shall be revised as necessary to reflect requirements of the Alquist-Priolo Special Studies Zone Act regarding development and requirements for geologic reports in earthquake hazard areas. Because of uncertainties as to the exact location of faults, a geologic report by a qualified geologist shall be required for all structures, including all single-family dwellings proposed within 100 feet of an historically active or known active fault. Geologic reports should recommend minimum setbacks, siting and structural safety standards and other relevant mitigation measures to reduce potential seismic hazards. Geologic reports must be filed with the State Geologist by the City within 30 days of receipt.

- Policy 4. The City should help property owners identify structures that do not meet modern earthquake standards for construction, and encourage abatement of hazards.

Action

- 4-A. The City shall support State and Federal financial assistance programs for the abatement of pre-1933 earthquake hazardous structures, advertise the availability of low interest loans, and apply for approval to issue bonds for rehabilitation loans.

Action

- 4-B. The City should identify seismically hazardous school facilities, and other places of public assembly, which should be upgraded to meet safety code or be demolished.

- Policy 5. The City shall encourage earthquake preparedness among public and private organizations.

Action

- 5-A. Support state legislation requiring that earthquake disaster drills be practiced regularly in all public and private elementary, intermediate, and secondary schools. Drills should include student evacuation and on-campus supervision and be augmented with a community awareness campaign pertaining to how, when and where children are to be reunited with their parents.

- Policy 6. Potential fire hazards shall be mitigated in high fire risk areas by proper siting, brush clearance, use of fire resistive materials, landscaping with fire resistive materials, installation of early warning systems (alarms and sprinklers), maintenance of adequate clearance around structures and upgrading of fire hazardous structures.

Action

- 6-A. The Municipal Code shall be reviewed and amended as necessary to:
- 1) Require the installation of automatic sprinkler systems in all hotel, motel and other overnight lodging facilities, in mixed commercial/residential uses, and in buildings of four or more units. The City shall consider requiring sprinklers for all residential uses when sprinkler systems become more economical.
 - 2) Require the use of pressure-impregnated, fire resistive shingles or shakes.
 - 3) Require buildings of sub-standard construction to satisfy present safety codes. Ensure that development has adequate access, clearance around and between structures, water supply and pressure and that landscaping within 50 feet of all buildings is fire resistive.

Action

- 6-B. The fire department shall be notified of the change of use of a structure when it involves public assembly, and require that a certificate of occupancy be required before such a change of use is permitted.

Action

- 6-C. The City shall continue to clear from Crestmoor Canyon fire hazardous materials that pose a threat to nearby residents. Care should be taken to prevent unnecessary harm to healthy vegetation.

Action

- 6-D. The City should identify buildings, particularly along San Mateo Avenue CBD, that do not meet fire safety codes and encourage use of rehabilitation loans for their upgrading.

Action

- 6-E. The City shall revise the zoning ordinance to provide fire lanes in parking areas to allow emergency vehicle access to facility.

Policy 7. The City's fire response system shall be maintained at a level adequate to meet the community's safety needs.

Action

- 7-A. The City shall upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.

Policy 8. The City shall continue to help alleviate potential flood hazards for existing and new development.

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Action

- 8-A. The City shall continue its maintenance, early warning, and clean up activities and should set aside funds to upgrade or replace worn or undersized storm drains.

Action

- 8-B. The City shall consider the economic feasibility of long-term solutions to potential flood hazards, such as greater pumping capacity, deeper flow channels, or holding ponds.

Action

- 8-C. New or redevelopment of large sites in the potential flood hazard areas (e.g., the airport lands) should be designed and engineered to withstand potential 100 year floods.

Action

- 8-D. The City's ordinance should be revised to reflect current involvement in the federal flood insurance "regular" program.

- Policy 9. Hazardous substances shall be controlled to minimize potential hazards to the local population.

Action

- 9-A. City regulations regarding manufacturing, storage, and usage of hazardous shall be examined and modified as necessary to minimize potential hazards.

- Policy 10. The City shall prepare for emergency response to natural or other disaster and provide for maximum safety and recovery.

Action

- 10-A. The City should continue to monitor changes in the Federal Disaster Act and keep City officials and residents aware of the impacts of these changes.

Action

- 10-B. The City should undertake emergency drills and hold post drill training seminars to improve emergency preparedness. Some of these drills should be in concert with the County.

Action

- 10-C. The City shall work with critical use facilities (i.e., hospitals, schools, public assembly facilities, transportation services, etc.) to assure that they provide alternate sources of electricity, water and sewage disposal in the event that regular utilities are interrupted in a disaster.

Policy 11. The City shall encourage public and private efforts to educate the public on safety, seismic safety, and emergency preparedness emphasizing self-sufficiency in responding to natural disasters.

Action

11-A. A public education program should be established through the schools, county fair, civic organizations, and other service groups to distribute information about emergency preparedness. The City should seek funds to prepare and publish brochures indicating what to do and where to go in the event of safety, seismic, or emergency events.

Action

11-B. A voluntary program among real estate salespersons and lenders shall be encouraged to advise potential homeowners or safety and seismic hazards in various parts of the City, the degree or risk and available insurance programs.

Action

11-C. The City should continue to participate in a cooperative countywide program to pool natural hazard data which are developed either through special studies or via the project review process.

Policy 12. Promote safety for security in new development.

Action

12-A. Develop a security ordinance which requires new construction to include security fixtures such as locks, adequate lighting, visible access and other security measures.

NOISE ELEMENT SUMMARY

The updated Noise Element identifies sources and levels of noise that affect San Bruno. It quantifies the noise environment by plotting noise contours over the City, and indicates how many people are and will be affected by various noise levels now and in the future. It is evident that the major source of noise in San Bruno is the San Francisco airport (traffic on freeways and local streets is secondary), and that a large part of the community is affected by airport noise.

Policies and implementing actions in the Noise element establish standards relating land use to noise levels, i.e., what types of uses should be permitted in areas of various noise levels and under what conditions. It recommends mitigation measures to reduce noise in new development. The Noise Element is consistent with the airport the San Mateo County Land Use Commission policies which require noise compatible land uses and mitigation of noise in new development.

GOALS, POLICIES AND IMPLEMENTATING ACTIONS

Goals

1. Abatement of unnecessary noise from automotive vehicles, airports railroad lines and stationary sources.
2. Undertake a comprehensive approach to noise reduction.

Policies

1. Minimize truck use of residential streets.
2. Encourage the State to consider the desirability of noise barriers along selected segments of the freeways.
3. Enforce Vehicle Code noise emission standards.
4. Enforce Vehicle Code provisions which prohibit alteration of vehicular exhaust systems in a way that increases noise emissions.
5. Continue to cooperate with other effected agencies to achieve further reduction of airport-generated noise.
6. Participate in decisions on future extensions of rail transit lines through San Bruno.
7. Apply noise criteria to land use planning.
8. Require and implement mitigation measures to reduce noise effects on future projects.
9. Prevent the placement of new noise sensitive uses unless adequate mitigation is provided.
10. Cooperate with the Airport Land Use Commission in efforts to minimize the effects of aircraft noise.

Implementing Actions

At the present time aircraft noise is the primary problem. National action is underway, which gradually may decrease noise from this source. Local enforcement of the State Vehicle Code provisions regarding maximum noise emissions and prohibitions against altering mufflers can control many of the single-event types of annoyances caused by motor vehicles.

1. Issue citations and fines for violations of the California Vehicle Code Noise Emission Standards.
2. Revise the zoning ordinance to incorporate noise/land use compatibility standards as a basic requirement of new development. Prohibit new noise-sensitive uses in areas where the noise level is too high. Apply ALUC infill criteria for new residential development in 70+CNEL areas.
3. Establish insulation requirements as mitigation measures for all development subject to noise levels higher than 65 dB.
4. Where areas are too noisy for proposed land uses, planning approvals may be withheld on the basis of inconsistency with the noise element of the general plan.
5. Apply ALUC height restrictions to new development in affected areas. Map areas subject to height restrictions.

OPEN SPACE, CONSERVATION, SCENIC CORRIDORS ELEMENTS SUMMARY

The Open Space, Conservation and Scenic Corridors Element is an update of the 1974 General Plan element, revised to reflect current conditions, needs, and relevant State laws. The revised element retains the same format and many of the same policies as the 1974 element. The differences are primarily in providing more specific direction as to how to implement stated goals and policies, and greater recognition of limited City funds for development and maintenance of recreational and open space areas. The revised General Plan upholds the City policy of providing 2.5 acres of parkland per 1,000 population. No new sites are recommended for public acquisition; rather, as private property is developed, land should be reserved to help meet the City's open space, recreational and resource needs. Recommendations for improvements or expansion of parks and recreational facilities are considered long-term goals to be carried out as funds are available. Other new factors of the element are:

- Policy revisions to satisfy recent state laws and require adequate mitigation to maintain air and water quality, conserve energy, and minimize impacts of development in hazardous or environmentally sensitive habitat areas.
- Policies addressing the potential loss of open space and recreational facilities on closed school grounds.
- Provision of recreational opportunities for persons of all ages.
- Consideration of a linear jogging/bicycle path and landscaping in the vacant right-of-way along the west side of the railroad tracks.
- Greater recognition of the endangered San Francisco garter snake habitat on the airport lands.
- A desire to cooperate with private parties in beautification of the City, (i.e., San Mateo Avenue, scenic corridors, and private and public open space.)

GOALS, POLICIES AND IMPLEMENTING ACTIONS

Goals

The goals of the Conservation, Open Space and Scenic Corridors element are:

1. To recognize open space as an integral part of planning for the overall improvement of the City.
2. To generate an awareness through public discussion of the importance of open space that will guide both public and private actions.
3. To recognize that open space fulfills basic human needs--psychological, physical, social, educational, and safety--and to establish a firm commitment to fulfill those needs for this and future generations.
4. To recognize that open spaces are essential for the conservation of natural resources, including water, air, heat, energy, etc.
5. To recognize the importance to the City, State and nation of protecting the natural environment and its wildlife.
6. To recognize the areas of overlapping jurisdiction with respect to open space and, wherever possible, to coordinate the City's plan with efforts of other agencies.

Policies and Implementing Actions

The following policies carry out the goals of the Conservation, Open Space, and Scenic Corridors element. The policies are grouped according to the major sections of this document.

Implementing Actions follow each policy, giving more specific direction for carrying out the Conservation, Open Space, and Scenic Corridors policies. In that many recommended actions require the expenditure of City funds, this section should be coordinated with the City's capital improvements program and regularly updated.

Open Space for the Preservation of Natural Resources

Policy 1. Protect and conserve San Bruno's natural resources including vegetation, wildlife, soils, water, and air, in accordance with regional, State and Federal laws.

Action

1-A. Through the EIR process, assure that all projects affecting resources of larger than local concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, State and Federal laws.

Action

1-B. As a condition of development of the airport lands, require mitigation of identified impacts to the San Francisco garter snake habitat, as recommended in the Department of Fish and Game study. If the existing snake habitat area cannot be protected through site design, require restoration of an equivalent habitat area to replace the damaged area.

Policy 2. Protect natural vegetation in park, open space, and scenic areas as wildlife habitat, to prevent erosion and to serve as noise and scenic buffers.

Action

2-A. Preserve Crestmoor Canyon in a natural state. Minimize changes to natural land forms and vegetation. Continue to remove garbage, replant vegetation, and prevent erosion in the canyon.

Action

2-B. Through development review, assure that development on City lands is compatible with preservation of Junipero Serra Park and San Francisco watershed lands in a natural state.

Action

- 2-C. If the San Francisco jail lands are developed for alternative uses, maintain an open space corridor over the hills to preserve their scenic quality, natural vegetation, wildlife habitats, and to prevent geologic problems.

Action

- 2-D. Preserve the trees of the Evergreen windbreak and Monte Verde Corridor.

Action

- 2-E. Protect as many trees as possible on the Bayhill properties. Require identification of all trees over six inches in diameter and approval of landscaping plans during design review.

- Policy 3. Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration. Prevent siltation and pollution to San Francisco Bay and San Francisco Crystal Springs Reservoir.

Action

- 3-A. Require preparation of a drainage and erosion control plan for land alteration and vegetation removal in hillside areas.

- Policy 4. Protect the City's well water from overdraft and pollution.

Action

- 4-A. Monitor and conserve groundwater, in accordance with the City's 1983 water management study, to prevent overdraft of aquifers.

- Policy 5. Conserve water locally and support regional water conservation efforts.

Action

- 5-A. Continue to work actively with the San Francisco Bay Area Water Users Association and the water agencies of the San Mateo County to develop a regional approach to conservation of water resources.

- Policy 6. Strive to maintain and improve air quality by improving traffic circulation, encouraging local and commuter transit, and requiring project mitigation where air quality impacts are unavoidable.

Action

- 6-A. Review current City requirements and, as necessary, adopt criteria for the content of air quality analyses in Environmental Impact Reports, as recommended by Air Resources Board, January 1982.

Action

- 6-B. Encourage staggered working hours at employment centers in Bayhill and Tanforan to reduce pollution from traffic congestion. Encourage car pooling through parking policies and employee incentives.

Action

- 6-C. Revise ordinances to require that development plans include measures supportive of pedestrians and the use of public transit and bicycles.

- Policy 7. Encourage use of alternative energy sources, including passive heating and cooling, by allowing variances to site or building requirements (i.e., setbacks, lot coverage, building height, etc.) where consistent with public health and safety.

Action

- 7-A. Conform with Title 24 building standards to conserve energy and encourage alternative energy use.

Parks and Open Spaces for Outdoor Recreation

- Policy 8. Provide recreational opportunities for a wide variety of ages, abilities, and interests.

Action

- 8-A. Consider needs for adult recreational programs. Continue efforts to provide a senior citizen recreational facility.

- Policy 9: Maintain the present City-wide average of 2.5 acres of parkland per 1,000 population. Assure that parks and recreational facilities are well distributed throughout residential neighborhoods and employment centers.

Action

- 9-A. In new residential subdivisions where land is dedicated for park or recreational purposes, continue to require the developer to be responsible for continued maintenance of park/facilities.

Action

- 9-B. Continue to work with the school districts to allow public recreational use of school grounds, particularly in neighborhoods where parkland is deficient. Retain public recreational use of a portion of closed school grounds.

- Policy 10. Maintain existing City parks and make improvements where feasible to meet park users' needs.

Action

- 10-A. Before new projects are approved, assure that long term maintenance needs are considered, including need for future staff and equipment.

Action

- 10-B. Encourage community organizations and private citizens to help the City maintain public parks and open spaces.

- Policy 11. Pacific Heights-Portola Highlands-Western Sphere of Influence
a. If the Pacific Heights Shopping Center and Skyline College sites are developed for residential use, consider requiring on-site recreational facilities to serve the residents.

- b. If the San Francisco jail site is developed for residential use, assure some public use of an open space corridor for access to the hills.

- Policy 12. Rollingwood-Monte Verde:
a. Retain publicly-owned open space (Greenwood, Sandburg and Rollingwood sites). Consider developing appropriate areas for recreational use as funding becomes available.

- Policy 13. Crestmoor:
a. Reserve a 7.5 acre portion of the Crestmoor High School site for public recreational use.
b. Limit recreational uses in Crestmoor Canyon to low intensity uses such as hiking, photography and nature study, i.e. uses requiring minimal improvements or alteration of the natural state.

- Policy 14. Huntington Park-Parkview:
a. Landscaping of City-owned open spaces near Crystal Springs Road and Cunningham Way should complement the natural state.

- Policy 15. Bayhill-Navy Lincoln Center-Tanforan:
a. Assure provision of landscaped open space areas for public and employee use in the build-out of Bayhill and Tanforan lands.
b. Consider development of sportsfield/park and commuter parking facilities on CalTrans/City lands near I-380/I-280 interchange as long term possibility.

- Policy 16. San Bruno Park-Belle Air
a. Landscape along the railroad tracks to buffer noise effects on nearby residential areas. Use vegetation that will not impede visibility for trains yet will buffer noise and improve the area's appearance (i.e., maximum six feet high). Design landscaping for low maintenance.
b. Retain a safe means of access across the railroad tracks and right-of-way to Belle Air Park.
c. Encourage landscaping of sidewalks, rear parking lots and connecting walkways, as part of the beautification of San Mateo Avenue.

- Policy 17. Lomita Park-Eastern Sphere of Influence
- a. Protect open space values and public recreational use of parts of the airport lands if they develop.
 - b. Consider a linear recreational area with a jogging/bicycle path and landscaping in the muni right-of-way from the existing railroad station south to Millbrae.

Historic and Cultural Areas

- Policy 18. Designate the vicinity of Taylor Avenue, San Mateo Avenue and El Camino Real as the beginning of the State Highway System with a historic landmark.

- Policy 19. Continue to protect archaeological sites and resources from damage.

Action

- 19-A. As part of the environmental impact review process, require mitigation of project impacts on archaeological resources.

Scenic Corridors

- Policy 20. Continue to support beautification efforts along Interstate 280, an officially designated State Scenic Highway.

- Policy 21. Recognize and protect the following as local scenic corridors:
- 1) Skyline Scenic Recreation Route: Limit uses to hiking and walking; prohibit motor vehicles. Cooperate with other agencies to develop route.
 - 2) Crystal Springs Road: Review carefully the number, size, and placement of signs along the road to preserve the natural scenic quality.
 - 3) Sneath Lane from Skyline to El Camino Real: Review development to assure compatibility with natural scenic environment. Retain trees along upper Sneath Lane.

- Policy 22. Encourage the following as potential scenic corridors:

- a. Interstate 380
- b. Skyline Boulevard (Highway 35)

- Policy 23. Improve the appearance of the following streets:
- a. El Camino Real: Continue landscaping the median strips and review projects for good design. Coordinate landscaping design with neighboring jurisdictions.
 - b. San Mateo Avenue: Develop street beautification plan in conjunction with merchants and property owners (See Policy #16).
 - c. San Bruno Avenue (west of El Camino Real): Retain trees on Bayhill property along San Bruno Avenue.
 - d. Huntington Avenue/railroad tracks: Continue landscaping with low shrubs along both sides of the railroad tracks. (See Policy 16)

Policy 24. Improve the appearance of the following major entrances to the City with landscaping and improved architectural design:

- a. San Bruno Avenue west from the Bayshore Freeway
- b. El Camino Real at the northern City limits
- c. El Camino Real at the southern City limits
- d. Skyline Boulevard at northern City limits
- e. Skyline Boulevard at southern City limits
- f. Sharp Park Road at the western City limits
- g. San Mateo Avenue at the northern City limits

Action

- 23/24-A. Develop design standards and a landscaping plan for El Camino Real, San Mateo Avenue, San Bruno Avenue, Huntington Avenue/railroad tracks, and other major entrances to the City. Seek funds for beautification projects.

Action

- 23/24-B. Encourage local citizens and organizations to help design and maintain street and entryway improvements.

Policy 25. Consider adding the following routes as designated bike routes:

- a. Muni right-of-way along the west side of the railroad tracks south of the existing railroad station.
- b. Bicycle paths as recommended in the County's updated Circulation element.

Action

- 25-A. Develop an action program for bicycle route improvements including signing, striping, paving, and provision of bicycle facilities at employment and shopping centers.

Open Space For Public Health, Safety, and Welfare

Policy 26. Conserve open space lands and maintain as necessary for public health, safety, and welfare. Consider open space lands those which are

- a. subject to geologic or seismic hazards, erosion, flooding, liquefaction, or other hazards unless such hazards can be adequately mitigated to assure public health and safety for the life of the project;
- b. portions of property which are identified, through the EIR process, as environmentally sensitive habitat areas or archaeological sites. Require setbacks to development as buffer areas, and conformance with other mitigation measures as recommended in the EIR.
- c. those portions of property which have significant value to the public as scenic resources, aesthetic or recreation purposes.

Action

- 26-A. Review City ordinances and zoning and revise as necessary to require open space easements or deed restrictions on undevelopable property. Through the development review process, require recordation of open space easement, deed restriction, dedication or other legal means of permanently restricting development of open space lands.

Action

- 26-B. Review open space requirements (percentage of parcel, uses allowed, etc.) for planned developments, PUP's, office complexes, commercial and industrial development and revise as necessary to provide adequate landscaped and open space areas for residents'/employees' use and to enhance the project's exterior appearance.

HOUSING ELEMENT SUMMARY

The Housing Element is an update of the City's 1980 Housing Element, incorporating new population and housing need data, and revising City policy to respond to current state laws and local attitudes.

The updated element uses 1980 census data to characterize San Bruno's population and housing needs. It evaluates current housing stock and opportunities for persons of all incomes. It estimates existing and projected housing needs in San Bruno, taking into account local and regional population characteristics, employment opportunities, availability of suitable sites and public services, land use patterns, and existing housing opportunities. The element also identifies constraints to providing affordable housing and economic, social, political and environmental factors.

The policies and implementing actions set forth in the revised element recommend alternative ways to conserve, improve and provide housing that is affordable to a range of incomes, and addresses specific housing needs (rentals, large units, facilities for the elderly or disabled, etc.). With little land available in San Bruno for development, the element emphasizes rehabilitation of existing affordable housing, retaining rental opportunities, and offering alternative financing programs to reduce housing costs. The element also identifies available sites in San Bruno suitable for new residential development where affordable housing units could be included.

Most of the policies in the updated Housing Element are carried forward from the 1980 Housing Element, with additional guidance on implementing actions and revised targets based upon current data. Among the new concepts established in the update are:

- Considering allowing second residential units ("granny units") in the R-2 zones of San Bruno Park and Lomita Park, as long as community services are adequate (water, sewer, storm drainage, etc.), on-site parking is provided and the unit is designed to be compatible with the existing neighborhood.
- Encouraging development of affordable housing units by offering density bonuses, allowing smaller units with few project amenities, and considering alternative ways to reduce land and construction costs.
- Designating the following sites as appropriate for residential use over the short and long term:

- Pacific Heights Shopping Center site (short term)
- Crestmoor High School site (short term)
- San Francisco jail site (long term)
- Skyline College unused property (long term)
- Closed school sites...

Up to 176 affordable units could be constructed on these sites if all are developed at the maximum permitted densities with density bonuses to encourage affordable units.

Other policies and implementing actions continue to assure fair treatment of city residents, to maintain and upgrade residential neighborhoods and to participate in available county, state and federal housing assistance programs.

GOALS, POLICIES AND IMPLEMENTING ACTIONS

The Housing policies and actions are grouped under three headings: Conservation and Improvement of Existing Housing, aimed at rehabilitation and upgrading of existing housing units; Balance of Housing Types and Affordability, which addresses ways to preserve the balance of housing types and to develop new housing affordable to all income groups; and Potentially Available Sites, which identifies sites suitable for residential development and ways to facilitate the construction of units affordable to lower moderate income households. Each policy group includes a Target¹ which is a quantified goal tied to a particular type of housing need. Needs are based upon ABAG's Housing Needs determinations, San Francisco Bay Region (July 1983) and upon an analysis of the 1980 census data. Targets and needs should be periodically reviewed (at least every 3 to 5 years) and modified as changes occur in available programs, accomplishments and local needs.

In considering targets it is important to recognize that the accomplishments of one program may overlap the objectives of another. For example, rehabilitation of existing residential units will also insure continued availability of moderately-priced housing. Therefore, in reviewing the action program it is important to be aware of all the programs and their interaction.

Goals

1. Promote availability of a decent home and a satisfying environment for every City resident regardless of age, sex, race, marital status, ethnic background, income or other arbitrary factors.
2. Promote sound neighborhoods and availability of adequate and affordable housing of all types and tenure.
3. Upgrade, maintain and increase the supply of available housing.

1. The target programs are policy statements for the Housing Element as required by State Law. Unless otherwise noted, targets are based on 5% of the local need per year for 5 years.

Policies and Implementing Actions

Conservation and Improvement of Existing Housing

Target:

The community short-term rehabilitation target is twenty five units or five units per year for five years.

Policy 1. Protect the residential quality and stability of existing neighborhoods.

Action

1-A. The City will continue to seek funding through the Block Grant to upgrade and maintain public facilities and services within the rehabilitation target areas. (Target: Substantial progress on replacement or upgrading of water, sewage and storm drainage systems within ten years.)

Time Frame: Ten years

Responsible Agency: San Bruno Department of Building and Planning

Funding source: Community Block Grant Funds, Federal Department of Housing and Urban Development (HUD)

Action

1-B. The City should continue to evaluate the condition of the housing stock city-wide at regular intervals.

Time Frame: On-going

Responsible Agency: San Bruno Department of Building and Planning (subsequently referred to as SB B&P)

Funding Source: City

Action

1-C. The City should continually monitor housing programs to identify new sources of funding which may be employed in housing conservation and maintenance in San Bruno.

Time Frame: On-going

Responsible Agency: SB B&P

Funding Source: City; others to be assessed

Policy 2. Encourage rehabilitation of substandard residences.

Action

2-A. The City will continue to participate with the County in the housing rehabilitation loan program. The City will promote rehabilitation

loans through advertising, distribution of information to areas in need of rehabilitation and through community outreach programs. (Target: 13 single-family units and 5 multi-family units).

Time Frame: Five years

Responsible Agency: SB B&P

Funding Source: San Mateo County HCD

Policy 3. Seek out programs which will assist homeowners, landlords and tenants in preventative maintenance.

Action

3-A. The City will continue to seek Block Grant money to develop and implement a continued maintenance assistance program for those people in the rehabilitation target area who are unable for physical or financial reasons to maintain their property. One program approach would be a paint-up/fix-up program, employing youth during the summer. Service would be provided at cost or with subsidy for those who need financial assistance. (Target: On-going paint-up/fix-up program; 10 units a year).

Time Frame: Five years

Responsible Agency: SB B&P

Funding Source: Community Block Grant Funds (HUD)

Policy 4. Encourage energy conservation measures, particularly those which would also contribute to noise reduction in residential units and will retain the units' affordability if possible.

Action

4-A. The City will continue to publicize and encourage energy conservation programs with provide at cost or subsidized conservation inspections and corrective actions. PG&E provides programs. Grants from the State and Federal government are also available for local conservation program. (Target: community-wide awareness and program availability at cost or with subsidy for those who cannot afford the cost).

Time Frame: On-going

Responsible Agency: SB B&P

Funding Source: City, State HCD, Federal HUD, utility companies

Policy 5. Encourage private investment in the maintenance and provisions of affordable housing stock.

Action

5-A. The City will encourage privately-financed residential rehabilitation by waiving some permit fees for work done on residential units

in the rehabilitation target area. (Targets: 5 single-family units and 2 multi-family units).

Time Frame: Five years

Responsible Agency: SB B&P

Funding Source: private investment

Balance of Housing Types and Affordability

Targets:

The short-term target for maintaining a balance of housing type and tenure is 97 multiple and 70 single-family units, and 124 rentals and 43 owner occupied units, respectively.

The short-term target for remedying overpayment for housing costs is 97 for renters and 33 for owner occupied units.¹

The short-term target for reducing overcrowded conditions is 34 households.²

Policy 6. Provide for a balance of residential uses by type (single and multi-family), tenure (owner and renter occupied), value and location.

Action

- 6-A. To maintain a balance of housing types and tenure, the City will
- Designate Pacific Heights Shopping Center site for MFR development
 - Designate other suitable sites for residential use, such as closed schools that are surplus to any educational or administrative needs of the school districts.
 - Revise the zoning ordinance to encourage development of multiple rental units density bonuses, by revising regulations to encourage small units and fewer amenities, by considering reducing parking and open space requirements, and by reducing fees and processing periods, etc. (Target: 97 multiple and 70 single family units by 1989).

Time Frame: Land use designations and revisions to zoning ordinance: One year

Provision of rental units: Five to ten years

Responsible Agency: SB B&P

Funding Source: City

^{1,2} Because of the large need associated with overpayment and overcrowding, short-term targets represent a smaller percentage: 1% per year for 5 years.

Action

- 6-B. Regulate condominiums, stock cooperatives, and community apartments to ensure the availability of rentals and choice within the housing stock. Each condominium, stock cooperative, and community apartment project shall be evaluated on its own merits. (Target: Conserve 50 percent of the multiple-family housing stock in rentals).

Time Frame: On-going

Responsible Agency: SB B&P

- Policy 7. Ensure the continued availability of affordable housing for low and moderate income persons, the elderly, handicapped, minorities, and families with children, and without discrimination as to marital status.

Action

- 7-A. The City will revise the zoning ordinance to encourage the development of affordable low and moderate income housing, particularly affordable rentals, by offering a density bonus of at least 25% or incentives of equivalent financial value for any development which includes at least 25% or more low and moderate income units or at least 10% for lower income households. The ordinance should also offer an equivalent density bonus or financial incentives for Condominium conversions which include at least 33% low or moderate income units or at least 15% for lower income households. (Target: 124 rentals, 43 owner occupied).¹

Time Frame: Zoning Ordinance Revisions: One year

Development of affordable housing: Five to ten years

Responsible Agency: SB B&P

Funding Source: City

Action

- 7-B. Develop program to assure continuation of affordable housing payments (rents and resale prices) for future residents.

Time Frame: One year

Responsible Agency: SB B&P

Funding Source: City

Action

- 7-C. Revise the zoning ordinance to express as one of the purposes to promote equal opportunities in housing for all people.

Time Frame: One year

Responsible Agency: SB B&P

Funding Source: City

¹ Fulfillment of this target can overlap with Action Program 6-A.

Policy 8. Encourage affordable housing specifically designed for the elderly and the handicapped.

Action

8-A. Revise zoning procedures to expedite permit review and reduce or eliminate fees (planning, building and license fees) on projects providing housing specially designed for the elderly or the handicapped.

Time Frame: One year
Responsible Agency: SB B&P
Funding Source: City

Action

8-B. Consider relaxing development regulations such as parking, recreational facilities or open space requirements to encourage housing for the elderly or handicapped. Encourage small units with fewer amenities to reduce construction costs. (Target: 30 rental units).

Time Frame: One year
Responsible Agency: SB B&P
Funding Source: City

Action

8-C. Continue to make information available to elderly homeowners on the County's home equity conversion program.

Time Frame: On-going
Responsible Agency: SB B&P
Funding Source: City

Policy 9. Encourage clustered residential developments, smaller units and fewer amenities with flexible development standards (parking, open space, densities, etc.) to reduce construction costs while protecting the neighborhood integrity.

Action

9-A. Review and revise where necessary, existing ordinances to permit flexible design and building standards in order to reduce construction costs and provide affordable housing. Assure that projects meet safety requirements. (Target: Encourage builders to seek acceptable ways of reducing the basic cost of construction: 15 rental units).

Time Frame: One year
Responsible Agency: SB B&P
Funding Source: City

Action

- 9-B. Revise zoning procedures to expedite decisions for projects providing affordable units. (For example, consolidate permit hearings and use an administrative review process for projects of less than five units). Reduce or eliminate fees (planning, building and license fees) on projects providing affordable housing. (Target: 15 rental units).

Time Frame: One year
Responsible Agency: SB B&P
Funding Source: City

- Policy 10. Encourage a wide variety of construction and financing techniques to achieve affordable housing.

Action

- 10-A. The City will continue to participate in the San Mateo County Housing Authority's Section 8 rent subsidy program, and encourage private developers to seek Section 8 subsidy assistance for their projects where appropriate.¹ (Target: 12 existing rental units and 25 new rental units).²

Time Frame: Five years
Responsible Agency: SB B&P
Funding Source: Section 8 rent subsidy program, HUD

Action

- 10-B. Encourage developers and potential homebuyers to participate in the City's and County's reduced home mortgage program. Advertise availability of programs.

Time Frame: On-going
Responsible Agency: SB B&P
Funding Source: City, and San Mateo County HCD

Action

- 10-C. The City will continue its present program which offers below market rate loans for buyers of owner occupied homes. Explore use of this program in all new residential development projects and in condominium conversions. (Target: 33 owner occupied units).

Time Frame: Five years
Responsible Agency: City Manager's Office
Funding Source: City of San Bruno

1 Section 8 subsidy assistance is available for new elderly, family and large family units. This allocation is separate from the rent contracts for existing units.

2 Target is based on linear projection of current increase in non-project Section 8 contracts located in San Bruno, 1980.

Long-Term Action Programs:

1. Continue short-term programs and make them more efficient where possible.
2. Update need figures as available. Adjust targets as necessary.
3. Monitor federal, state, and county programs to identify housing programs for which San Bruno might be eligible. Seek available funds.

Time Frame: Ten years

Responsible Agency: SB B&P

Funding Source: City of San Bruno

Potentially Available Sites

Targets: (Target figures will overlap with those of Policy/Action group B, above).

Development of potentially available vacant or reusable areas suitable for possible residential use to address projected regional housing need and to increase the availability of new affordable housing in San Bruno.

The City's short-term target (by 1989) for providing its fair share of affordable housing need is 51 very low income units, 46 low income units, 63 moderate income units, and 7¹ above moderate income units.

Policy 11. Maintain a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

Action

- 11-A. The General Plan designates the following vacant and reusable sites to encourage the development of a variety of housing types to address the needs of all incomes. Densities compatible with the surrounding uses, consistent with available service capacities, and environmental constraints, and in accordance with existing city ordinances. (Target: 70 affordable SFR and 97 MF units, including 23 low income and 48 moderate income units).

Time Frame: Five years

Responsible Agency: SB B&P

Funding Source: City

1. Pacific Heights Shopping Center (13 acres). General Plan Designation: Medium density residential. Maximum number of units permitted: 255. Potential affordable units with 25% density bonus: 64.

¹ ABAG reports total above moderate income need of 126 units; 119 have been constructed since 1980, leaving a need for 7 units.

2. Crestmoor High School Site¹ (19 acres available for residential uses). General Plan designation: low density residential; maximum number of units permitted: 130 units; Potential affordable units with 25% density bonus: 32.
3. Skyline College (undeveloped property, approximately 20 acres). General Plan designation: Low density residential; Maximum number of units permitted: 160; Potential affordable units with 25% density bonus: 40.
4. San Francisco jail site (158 acres). General Plan designation: Very low density residential; Maximum number of units permitted: 158 units; Potential affordable units with 25% density bonus: 40.
5. Consider on a case by case basis designating for residential use closed schools that are surplus to any educational or administrative needs of the school district.

TOTAL MAXIMUM POTENTIAL AFFORDABLE UNITS: 176.

Policy 12. Disperse new affordable housing throughout the community on available vacant or reusable land.

Action

- 12-A. Through the Block Grant program, and with available bond funds, the City will endeavor to purchase one of the remaining available residential sites suitable for a mix of very low and low income housing, particularly housing for the elderly. (Target: 51 very low income units and 23 low income units).

Time Frame: Five years

Responsible Agency: SB B&P and City Manager's Office

Funding Source: Community Block Grant Funds, HUD; and City of San Bruno bond funds

Action

- 12-B. To provide some moderate-priced housing the City will continue to allow residential uses of second stories over commercial uses in the more intensively developed commercial areas, such as long San Bruno Avenue, San Mateo Avenue, and El Camino Real. (Target: 15 moderate income units).

Time Frame: On-going

Responsible Agency: SB B&P

Funding Source: private parties

¹ Crestmoor High School Site has been approved by the City for residential use.

Policy 13. Continue to allow second units in the R-1 zone that were constructed prior to June 30, 1977 and that met the UBC at time of construction.

Action

13-A. Continue to legalize existing second units consistent with existing City Ordinance.

Time Frame: On-going

Responsible Agency: SB B&P

Funding Source: City

Policy 14. If it can be demonstrated that adequate sewer line capacity exists, consider, on a case-by-case basis, allowing small second units on single-family lots in R-2 zones in San Bruno Park and Lomitas Park where compatible with current mixed densities and where service capacities can accommodate additional population. Require adequate on-site parking and compatible design.

Action

14-A. Revise zoning ordinance to permit second units on single-family lots as a conditional use in the designated R-2 district. Limit to studio or one bedroom units, with a floor area of no more than approximately 30% of primary residence. Require:

1. Minimum lot size of 5,000 sq. feet.
2. Provision of one additional on-site parking space.
3. Satisfaction of ISO waterflow and other fire safety standards.
4. Availability of service capacity (water, sewer, storm drainage, etc.) to handle additional population, with payment of service fee to help pay for anticipated service improvements.
5. Conformance with height limits, setbacks, and design standards to assure compatibility with the surrounding area.

Target: 20 units

Time Frame: On-going

Responsible Agencies: SB B&P: City Public Works and Fire Departments

Funding Source: City; private parties

Long-Term Programs

1. The City should review at least every five years the uses and densities applied to the available, vacant land. Changes in environmental constraints such as noise, energy consumption, as well as physical factors should be considered in re-evaluation of appropriate uses and densities. The public should be directly involved in the site review and in establishing criteria for review and change of designations and intensities of use.

Time Frame: Every five years

Responsible Agency: SB B&P

Funding Source: City

CIRCULATION ELEMENT SUMMARY

The Circulation Element is an update of the adopted 1975 Circulation Element. It responds to state general plan requirements and the Environmental Impact Report guidelines. The element identifies current traffic, circulation, and parking problems, presents 1983 traffic counts for City arterials and adjoining freeways, and discusses relevant regional transportation plans. Policies and implementing actions are recommended to address current and anticipated needs.

The policies in the Circulation Element are structured to establish a comprehensive transportation system; provide efficient, safe, and pleasant movement in San Bruno; to mitigate environmental impacts of vehicles; develop an adequate local transit system; and to provide transportation services for all San Bruno residents.

No major new facilities are recommended in the Circulation Element. Short range, mid range, and long range action programs are recommended to serve existing and likely future circulation and circulation-related needs of San Bruno residents. The action programs deal with:

- Improving problem intersections
- Ensuring driver and pedestrian safety
- Public transportation, mitigating the effects of work trip travel
- Providing adequate parking
- Protecting neighborhoods from traffic impacts
- Continued street maintenance and beautification
- Coordinating development planning with traffic capacities
- Transportation planning coordination with regional agencies. Periodic review of the effectiveness of circulation improvements and further study of specific project impacts on circulation are needed.

GOALS, POLICIES AND IMPLEMENTING ACTIONS

Goals

1. To provide a comprehensive transportation system which reinforces the economic vitality of existing commercial and community facilities in San Bruno.
2. To provide for efficient, safe, and pleasant traffic movement on San Bruno streets.

Policies and Implementing Actions

1. Provide for public safety and efficient operation in the planning, construction and maintenance of circulation facilities. Improve existing facilities before building new ones.

Actions

- 1-A. Continue the City's program of street maintenance (i.e., resurfacing and reconstructing streets every 15 years where necessary and feasible). Seek funds to enable the City to accelerate the current schedule.
 - 1-B. Consider traffic signal synchronization on major arterial streets.
 - 1-C. Enforce on-street parking restrictions particularly of motor homes, trailers, etc. Consider the need for a traffic and parking law enforcement officer. Encourage off-street parking lots if possible.
 - 1-D. Require provisions and marking of handicapped parking spaces in conformance with California Vehicle Code to allow enforcement by public agencies or private interests.
2. Anticipate specific circulation needs and make improvements.

Actions

- 2-A. Consider the following improvements as top priority. Seek funding to finance them and monitor the effects of improvements after they are made.

Cherry Avenue and Bayhill Drive - Signalize and study possibility of closing left turn lane from Cherry into Bayhill Shopping Center.

Bayhill Drive and Elm Avenue - Signalize. Create assessment district for future Bayhill projects to pay for signalization.

San Bruno Avenue and Elm Avenue - Widen intersection and upgrade signal controller (by developer)

El Camino Real and Angus Avenue - Signalize (by CalTrans with federal funds).

Sneath Lane and Northbound I-280 on-ramp, install (by CalTrans) left turn signalization and increase left turn storage lane.
 - 2-B. Consider installing a median break on El Camino Real to allow left turns from Bayhill Drive northbound onto El Camino Road. Design improvement to deter through traffic on Euclid Avenue (see Action 4-A).
3. Through the environmental review process, identify and analyze traffic impacts and circulation needs associated with new development. Mitigate identified impacts.

Actions

- 3-A. Consider the following as medium priority intersections to study and improve as warranted:
- Sneath Lane and Rollingwood Drive - Add left turn
 - Sneath Lane and Sequoia - Install signal
 - Sneath Lane and Commodore - Install signal
 - Cherry Avenue and Commodore - Install signal
 - Cherry Avenue and Grundy Lane - Install signal
 - Noor and El Camino Real - Install signal
 - San Mateo Avenue and Scott Avenue - Install signal
 - Huntington Avenue and Angus Avenue - Install signal
 - Sneath Lane and Huntington Avenue - Add traffic signal
 - San Bruno Avenue and San Mateo Avenue - Study the need for a new controller.
- 3-B. When future development of the Bayhill properties occurs, relocate main parking lot access for Bayhill Shopping Center from Cherry Avenue to Bayhill Drive, if possible.
- 3-C. When the property of the Tanforan Shopping Center develops, conduct a comprehensive study of access needs and impacts. Include assessment of potential regional transit facilities. Require adequate mitigation of identified impacts.
- 3-D. In connection with new development require analysis and mitigation of traffic impacts resulting from development in the Bayhill area.
- 3-E. Improve signing at intersection of San Mateo Avenue, Taylor Avenue, and El Camino Real.
- 3-F. If the industrial/residential area east of Montgomery Street and, north of Walnut Avenue, is converted to a planned industrial park or other use, redesign and widen streets for better circulation, safety, and parking.
4. Design transportation programs and parking facilities to be compatible with adjacent land uses to minimize social and economic disruptions to residential and commercial neighborhoods, and to traffic circulation.

Action

- 4-A. Develop access routes to discourage through traffic in residential neighborhoods. Designate permitted truck routes to avoid residential areas. Study ways to separate through traffic from local traffic on Euclid Avenue to eliminate its use as an alternative route to freeway on-ramp. Post low weight limits where appropriate on this street and other City streets.
 - 4-B. Reduce speeding in residential neighborhoods. Identify problem areas and implement mitigation measures such as speed limit enforcement or other methods.
 - 4-C. Require adequate off-street parking or parking easements as condition of permit approval for development along San Bruno Avenue east of El Camino, along El Camino Real, and in the Fifth Addition. If variances from parking requirements are allowed, mitigate impacts through formation of parking assessment districts.
 - 4-D. Study the possibility of providing public parking facilities for commercial and industrial uses. Designate general areas where parking lots are needed; purchase site(s) if possible when land uses change to avoid displacement of occupants. Use assessment districts to fund land acquisition. (San Bruno Avenue east of El Camino Real and Fifth Addition).
 - 4-E. Expand parking assessment district to include the 600 block of San Mateo Avenue to fund construction of additional public parking lots.
 - 4-F. Where possible, require parking lot access from side streets in order to minimize interruption to traffic flow on primary streets (San Bruno Avenue east of El Camino Real and along El Camino Real).
 - 4-G. Avoid the encroachment of transportation facilities on irreplaceable resources, such as important open spaces, recreational areas, and historic sites.
5. Attempt to reduce reliance on private automobile, and encourage alternative transportation modes including pedestrian, bicycle, ride-sharing and transit.

Actions

- 5-A. Work with private and public employers in San Bruno to provide employees with incentives for van pooling and car pooling (such as preferential off-street parking spaces). Consider reducing parking requirements if employer can assure non-auto transportation.
- 5-B. Encourage San Bruno and Bay Area employers to institute flex time work hours to stagger peak commute hours.
- 5-C. Encourage residential uses in close proximity to commuter destination points such as employment and transit centers in order to reduce commuter traffic.

5-D. In new development encourage provision of pedestrian paths to serve employment, shopping centers and other common destination points. Encourage implementation of bicycle master plan. (See Open Space, Conservation and Scenic Corridors Element for additional policies regarding bicycle paths).

6. Work with CalTrans and Southern Pacific to improve service to commuters.

Actions

- 6-A. Encourage the routing of public transit systems in San Bruno so that a majority of residents are within walking distance of transit stops.
- 6-B. Encourage SamTrans to improve transit service to downtown San Bruno, to the airport, to make connections with other transit systems (Southern Pacific station, SamTrans and other bus lines, Transbay Terminal) and to serve employment centers.
- 6-C. Encourage routing of large buses on arterials rather than on collector and local streets.
- 6-D. Seek community input in establishing transit routes and schedules.
- 6-E. Encourage transit operators to plan the local system with built-in flexibility for increases in service in accordance with increases in demand; coordinate with local school districts on possible joint transit usage.
- 6-F. Encourage transit operators to design the local system for maximum passenger satisfaction, safety, comfort, convenience, and privacy.
- 6-G. Encourage transit operators to design the local transit system to serve the transportation dependent groups, including lower income families that do not own an automobile, the elderly, the young, the handicapped, and others.
- 6-H. Coordinate local transportation programs with regulatory agencies to minimize noise and air pollution impacts.
- 6-I. Enlist the cooperation of CalTrans and Southern Pacific to ensure that trains meet all safety and noise standards.

7. Urge CalTrains to upgrade rail service in San Bruno.

Actions

- 7-A. If the CalTrain station and commuter parking are relocated to Huntington Avenue near Interstate 380, assure that potential impacts (including noise, traffic, parking, aesthetics) on nearby residential neighborhoods are adequately mitigated.
- 7-B. Regulate commuter on-street parking in adjacent residential neighborhoods.

- 7-C. Continue landscaping along railroad right-of-way and commuter parking areas to improve neighborhood appearance and mitigate noise. Limit height of vegetation to six feet.
- 8. Support extension of BART to the airport along the abandoned railroad right-of-way and construction of a BART station at Tanforan if impacts (including displacement of residents, increased traffic and noise, commuter parking, etc.) are adequately mitigated.

Actions

- 8-A. If BART is extended through San Bruno to San Francisco International Airport and/or a BART station is located in San Bruno, ensure that BART route and station location, design of facilities, parking and off site improvements, etc. minimize negative impacts on existing development particularly on residential neighborhoods.
- 9. Undertake periodic reviews of the status of area highway projects and improvements, San Francisco Airport expansion planning, and County and regional transit planning to enable the City to work effectively with area and regional circulation systems of which the City's transportation system is a part. Correspondingly, the City should make clear its position on new circulation proposals to other agencies having jurisdiction in or operating in or near San Bruno.

LAND USE ELEMENT SUMMARY

The Land Use Element consists of Planning Area Descriptions and Community Development, Residential, Commercial and Industrial policies and implementing actions. The Planning Area Descriptions identify land use constraints and development objectives for each neighborhood, focusing on significant vacant or re-usable sites and needed improvements to existing development, circulation systems, public services, etc. The Planning Area Descriptions should be used in conjunction with relevant topical policies in interpreting the General Plan map during development review.

Key components of the Land Use Element are:

- Identifying community facilities and public services that need improvement.
- Assuring that new development pays for community service improvements needed to serve the project.
- Encouraging commercial uses that will increase sales tax revenues.
- Encouraging mixed uses, i.e., second floor residential units over commercial uses, ancillary commercial uses in employment centers, mixed commercial/office uses on Tanforan and Bayhill properties.
- Improved design of commercial development, particularly on San Mateo Avenue and El Camino Real.
- Eventual conversion of now-conforming uses in North Belle Air (east of the railroad spur) to planned industrial development.

Land Use Classifications

Residential

Very Low Density Residential allows for residential development at a density of up to one (1) unit per acre. Innovation in development patterns with clustered housing, open space, and other amenities which make for a more desirable living environment are encouraged. Uses related to residential uses such as schools, churches, child care centers and tot lots may be permitted.

Low Density Residential allows for residential development at a density of up to eight (8) units per acre, usually associated with single family residences. Uses related to residential uses, such as schools, churches, child care centers, and tot lots, may be permitted. Innovative development patterns (clustered housing, etc., see above) are encouraged.

Medium Density Residential allows for residential development at a density of up to fifteen (15) units per acre. This density allows for two family dwellings and low to medium density multi-family complexes. Related uses such as churches, schools, child care centers, and tot lots may be permitted.

High Density Residential allows for residential development at a density of up to thirty (30) units per acre. This density is usually associated with multi-family structures (apartments and condominiums) and allows for ancillary uses such as rooming and boarding houses, sanitariums, and rest homes. Uses related to residential uses such as schools, churches, child care centers and tot lots may be permitted.

Commercial

Neighborhood/Community Commercial allows for convenience and retail commercial uses including apparel and accessory stores, food stores, personal and professional services, hospitals, offices, furniture stores, wholesale-retail trade, and auto-related uses. Neighborhood/community commercial uses may be located on major streets or in neighborhood shopping centers.

Regional Commercial/Office provides for intended to serve a market area greater than the community and generally includes a large variety of retail sales, services, administrative and professional offices. Development is usually located in an area that has easy accessibility to vehicles and transit.

Industrial

Industrial uses consist of research and administrative uses, light manufacturing and fabrication, warehousing, and light industrial uses. Development may be clustered in an industrial park setting.

Parks/Open Space

Parks/Open Space areas are intended to provide recreational uses and open space for the general community. Public lands and private lands, designated for open space or recreational use, are included.

Public and Quasi-Public

Public and Quasi-Public uses include governmental, fire and police uses and cemeteries.

ACREAGE OF EXISTING LAND USES

	<u>Total Acres</u>	<u>% of City</u>
<u>Residential</u>	1,555	44%
Single family residential = 1376		
Multiple family residential = 78		
Large Apartments = 102.3		
<u>Commercial</u>	213	6%
General Commercial = 156.5		
Office = 54.7		
Motel = 2.7		
<u>Industrial</u> = 42	42	1%
<u>Open Space</u>	637	18%
General Open Space = 456		
Parks and Tot Lots = 181.6		
<u>Vacant</u> = 150	150	4%
<u>Schools</u>	284	8%
Public and Private Schools = 138.3		
Former School Sites = 71.2		
Skyline College = 75		
<u>Community Facilities</u>	249	7%
Churches (excluding church-schools) = 11.8		
Police Station = .5		
Fire Station = 1		
Fraternal Organizations = 2		
Utility = 13		
Civic Facility = 46		
Hospital - Vet = 2.7		
Cemetery = 172		
<u>Other</u>	623	12%
Streets, Highways, etc. = 623		
<u>Total</u>	3,756	
<u>Unincorporated Lands</u>	364	-
Jail site/Coast Guard = 246		
Airport Lands = 118		



Residential		Max. Units per Acre
	Very Low	1
	Low	8
	Medium	15
	High	30
Commercial		
	Neighborhood / Community	
	Regional Commercial / Office	
	Industrial	
Community Facilities		
	Park / Open Space	
	Public and Quasi-Public	

General Plan Map

City of San Bruno, California

- MAP SYMBOLS**
- CITY BOUNDARY
 - SFR CO.
 - PRIVATE ROAD
 - FIRE ROAD
 - WATER TANK
 - WATER PUMP STATION
 - SEWER LIFT STATION
 - ELEMENTARY SCHOOL
 - INTERMEDIATE SCHOOL
 - HIGH SCHOOL
 - PRIVATE SCHOOL
 - SPECIAL SCHOOL
 - FORMER SCHOOL SITE
 - POLICE STATION
 - FIRE STATION
 - CIVIC FACILITY
 - PARK
 - TOT LOT

0 600 1200 2400 Feet

0 0.1 0.25 0.5 Mile

Ironside & Associates
Planning Consultants

Plate 2

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GOALS, POLICIES AND IMPLEMENTING ACTIONS

Goals

1. Ensure that continued development of San Bruno as a predominantly residential community is balanced by a strong commercial and industrial economic base.
2. Protect San Bruno as a clean and desirable place to live and work.
3. Encourage public and private development which is aesthetically sensitive to the surrounding environment and is of the highest quality design and construction.
4. Provide for the health, safety and welfare of San Bruno residents and employees by maintaining safe traffic circulation, providing efficient emergency response, protecting against environmental hazards and providing for recreational, educational and social needs.
5. Seek opportunities for residents of San Bruno to live and work in their community to reduce the economic and social burdens of long-distance transportation.
6. Actively seek and stimulate citizen participation in the planning process and in improving and maintaining the City's image.
7. Participate on a regional basis in working toward solutions to regional problems of transportation, open space, noise, environmental hazards, housing, pollution and growth.

Policies and Implementing Actions - Community Development

Policy 1 Encourage income generating development that is economically beneficial to the City and fulfills community as well as regional needs.

Action

- 1-A. Maintain adequate zoning consistent with General Plan Land Use designations to allow for economically beneficial uses such as commercial, retail, hotel, restaurants, etc. Encourage mixed uses with flexibility to respond to economic cycles and future demands.

Policy 2. Encourage innovative design and site planning in new development and renovation projects which enhance the community's appearance. Assure compatibility with the surrounding scale, character, and intensity of land uses.

Action

- 2-A Use the Planned Unit Permit where warranted (i.e., Bayhill undeveloped properties and vacant lands north of Tanforan Shopping Center, airport lands, San Francisco jail lands, Navy Lincoln Center, Pacific Heights Shopping Center, Crestmoor High School and other significant projects - 5+ acres).

Policy 3. Assure that community facilities and public services are adequate to serve the City's present and anticipated needs, are safe and are environmentally sound.

Action

- 3-A. Identify community facilities and public services that need upgrading, enlargement or replacement. Establish priorities among needed tasks and develop a schedule and funding programs in the City's Capital Improvements Budget to carry them out. Among the needed actions are to:
- 1) Upgrade water lines where needed to meet fire safety standards.
 - 2) Incorporate water master plan recommendations into General Plan.
 - 3) Monitor and regulate well water quality and pumpage levels to prevent contamination and overdraft.
 - 4) Upgrade or replace sewer lines to accommodate anticipated flows and to prevent overflows.
 - 5) Upgrade sewer lift stations as needed. Consider diversion of sewage from Rollingwood to the Golden Gate Cemetery gravity line to eliminate need for the Rollingwood lift station.

- 6) Continue to clean debris from storm drains. Upgrade or replace storm drains where needed (parts of San Bruno Park, Belle Air and along San Mateo Avenue.) Install catch basins where needed.
- 7) Make traffic circulation, parking and transit service improvements in accordance with Circulation Element Policies.
- 8) Maintain adequate police/fire service levels. Establish a separate radio channel for city crews/firefighters use during emergencies.
- 9) Provide and maintain adequate park and recreation facilities and programs. Consider development of a jogging/bicycle path along the railroad tracks south of the existing railroad station, expansion of the library and adult recreational programs, and improvements to scenic corridor and bicycle paths.
- 10) Consider relocating the Cable Television office.
- 11) Consider acquisition or leasing of closed school sites for recreation, education, or other community needs.

Policy 4. Assure that new development mitigates impacts on existing services including traffic circulation, water, sewer, and storm drainage systems, parks and recreational facilities, transit service, etc.

Action

- 4-A. Require by ordinance, or environmental review, as part of project submittal, identification of needed public service improvement and maintenance costs for those projects that may have a significant impact on existing services.

Action

- 4-B. To the extent that public service impacts can be quantified, require new development to pay incremental public costs generated by the development.

Policy 5. Continue to uphold the City's position favoring annexation and development of the eastern and western sphere of influence lands and retention of Capuchino High School in San Bruno.

Action

- 5-A. Encourage annexation of sphere of influence lands prior to development.

Policy 6. Cooperate with regional agencies and neighboring jurisdictions on addressing shared planning concerns.

Action

- 6-A. Participate in region-wide planning for efficient transportation, control of water, noise and air pollution, provisions of housing and employment opportunities, and the protection of natural resources and open space.

Action

- 6-B Plan jointly with neighboring jurisdictions for development of lands on shared jurisdictional boundaries.

Action

- 6-C. Support preservation of San Francisco State Fish and Game Refuge lands and Sweeney Ridge as open space of regional significance.

Action

- 6-D. Consider regional as well as community impacts of land use decisions in San Bruno.

- Policy 7. Encourage public participation in planning, developing and maintaining community projects.

Action

- 7-A. Continue to provide social recognition for voluntary beautification projects, social services, etc.

Action

- 7-B. Encourage community organizations to help maintain City parks, school grounds, landscaped areas.

Policies and Implementing Actions - Residential

Policy 1. Protect the residential character of existing residential neighborhoods.

Action

1-A. Maintain current residential densities and height limits.

Policy 2. Cluster residential development where compatible with the surrounding residential environment.

Action

2-A. Continue to use the Planned Unit Permit process to encourage innovative site design and expedite permit review.

Policy 3. Encourage residential integrity in existing viable neighborhoods by eliminating incompatible uses and by facilitating upgrading of deteriorated structures.

Action

3-A. Advertise availability of County Rehabilitation Loans (see Housing Element).

Policies and Implementing Actions - Commercial

Policy 1. Encourage ancillary uses in office complexes primarily to serve employee needs (i.e. cafe, health club, cleaners, sundries, etc.)

Action

1-A. Review and revise zoning ordinance as necessary to allow employee-related service and retail uses in office complexes.

Policy 2. Encourage clustered commercial development with cohesive design and combined parking.

Action

2-A. Require preparation of a master plan for parcels over 5 acres. Continue to use Planned Unit Permit process for smaller projects to encourage innovative site planning.

Policy 3. Encourage adequate on-site parking for uses along San Bruno Avenue and El Camino Real.

Action

3-A. Develop incentives for combined parking lots.

Action

3-B. Discourages uses such as auto repair and restaurants that require significant parking areas unless space is available on-site.

Action

3-C. Through permit review, require and enforce parking standards or equivalent.

Action

3-D. Consider formation of an assessment district to fund needed parking.

Policy 4. Support upgrading of commercial and office structures citywide, particularly along El Camino Real and San Bruno Avenue, with setbacks, sign controls, and attractive facade and landscaping.

Action

4-A. Continue to require landscaping on properties fronting El Camino Real and San Bruno Avenue.

Action

- 4-B. Enforce City-wide architectural, sign and landscaping requirements. Require posting of a bond to assure completion and maintenance of required improvements.

Action

- 4-C. Encourage professional architects to develop design concepts for San Bruno Avenue and El Camino Real.

Action

- 4-D Continue to require uniform signage in neighborhood shopping centers.

Policies and Implementing Actions - Central Business District

Policy 1. Upgrade the appearance of the San Mateo Avenue central business district through combined efforts of the City, merchants, and property owners. Improve building appearances, landscaping and amenities to create attractive focal points.

Action

1-A. Establish a working group with representatives of San Mateo Avenue merchants and property owners, Chamber of Commerce, nearby residents, and City Staff (Downtown Working Committee) to develop a central business district improvement plan.

- 1) Identify problems, goals and objectives.
- 2) Develop schedule for improvements.
- 3) Seek funds from private and public sources to make needed improvements.
- 4) Encourage voluntary public participation in improvements and maintenance of landscaping, parking lots, etc.
- 5) Provide incentives (e.g. design competition, economic benefits community recognition) for privately funded improvements.

Action

1-B. Encourage local architects to continue to develop design concepts for San Mateo Avenue building facades, signs, landscaping, etc. Review group results and apply to architectural design standards as appropriate.

Policy 2. Encourage uses in the central business district that attract pedestrian traffic, stimulate other business, and offer a variety of services to meet shoppers' needs.

Action

2-A. (See Actions 5A and 5B)

Policy 3. Encourage use of rear parking lots along San Mateo Avenue central business district by improving the appearance of parking lots, encouraging rear entrances to buildings and landscaping walkways to the avenue.

Policy 4. Encourage mix of commercial uses (retail, service, office, hotel) on the vacant Tanforan lands in a comprehensive development plan.

Action

- 4-A. Designate vacant lands north of the Tanforan Shopping Center for mixed commercial, office, hotel planned development. Require preparation of a master plan for this area consistent with the General Plan to assure that the uses and design are compatible with surrounding uses and with each other: to create a balance of uses that serve the community as well as provide significant tax revenues; to consider the relationship and mutual effects of the proposed use with potential nearby regional transportation facilities (BART, railroad station); and to identify and mitigate other significant impacts including traffic, use of public services, noise, etc. Master plan may be prepared either by the City or developer(s) but paid for by the developer(s).

Policy 5. Encourage commercial uses that would increase sales tax revenue.

Action

- 5-A. Maintain flexibility in zoning to allow tax revenue generating uses.

Policies and Implementing Actions - Industrial

Policy 1. Allow for eventual conversion of residential uses in the Fifth Addition (between Montgomery Street and San Mateo Avenue) to a planned industrial park.

Action

1-A. Designate the Fifth Addition east of Montgomery Street (as shown on the General Plan Land Use Map) for eventual industrial use. Allow residential uses to continue as non-conforming uses. If the area is to become wholly industrial, convert area in cohesive pieces, block by block for example, to a planned industrial park.

Policy 2. Encourage upgrading of existing industrial uses. Require industrial development to mitigate adverse impacts on nearby areas from noise, traffic, parking, building appearance, etc.

Action

2-A. Continue to require the installation of landscaping with industrial development.

Action

2-B. Enforce on-street parking regulations, sign controls, landscaping requirements and on-site refuse storage laws to improve the appearance of industrial areas. Consider the formation of a parking assessment district to fund off-street parking.

Action

2-C. Revise Planned Unit Permit ordinance to apply to industrial districts in order to encourage innovative design.

Policy 3. Require industrial uses to meet air and water quality standards, to properly store and dispose of hazardous substances and to avoid adverse impacts on the environment.

Action

3-A. Work with regional and state agencies to assure that environmental controls are met by new development. As part of project submittal to the City, require identification of environmental impacts and mitigation to satisfy regional/state requirements.

Policy 4. Encourage clean industrial uses on the airport lands that will be compatible with nearby residential neighborhoods, the school and recreational areas, and the sensitive wildlife habitat areas on site.

Action

- 4-A. Designate the airport lands for planned industrial development. Allow light industrial uses (i.e., warehouses, storage, manufacturing or transport facilities) and indoor recreational uses such as racketball, health clubs, etc., if compatible with nearby uses.

ACKNOWLEDGEMENTS

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Doug Dawkins*
Chris Pallas
Tom Ricci
Ed Simon

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